New England the refusuit of certain railway systems to prorate has resulted in keeping the Standard Oil in absolute monopolistic control of the neid, enabling it to charge from three to four hundred thousand dollars a rear more to the consumers of oil in New England than they would have had to pay had the price publicent hat obtaining in the competitive fields. This is a characteristic example of the numerous evils which are inevitable under a system in which the hig shipper and the railroad are left free to crush out all individual intuitive and all power of independent artison, because of the absence of adequate and therough going governmental control. Exactly similar conditions obtain in a large part of the West and Southwest. This particular instances are compilied in the province of the West and Southwest. This particular instances the only effective are for the west and Southwest. This particular instances the only effective ways in which to prevent improper discriminations in rates.

It is not pussible to part into figures the such pushed to part of the first particular in the government of the power to substitute a prison for an improper rate is in sometiment of the power to substitute a prison for an improper rate is the very meny lantances the only effective ways in which to prevent improper discriminations in rates.

It is not pussible to part into figures the substitution when it by the railroads in commercial with the competitors, but by the satisfies in the open rates.

The profit of course, comes not merely but his satisfies in the rate itself as composition which the competitors, but by the satisfies in the rate itself as composition with its competitors, but by the satisfies in the rate itself as composition which the market which it secures, thereby getting the profit on the whole consumption. These again, the only way by which the discriminations can be cured is by conferring upon the literature of the market which it secures, thereby getting the priorit on the whole consumption. The again, t

Sugar Trust Guilty.

Sugar Trust Guilty.

One feature of the report which is especially worthy of attention is the showing made as to the way in which the law is evaded by treating as 8tate commerce what is in reality merely a part of interstate comperce, that this device is employed on the New York Central Railroad, as well as on many other railroads, in such fashion as to amount to thwarting the purpose of the law, although the forms of the law may be complied with.

Governmental Supervision.

expense of its competitors and of the general public.

Governmental Supervision.

The argument is sometimes advanced against conferring upon some governmental body the power of supervision and control over interstate commerce, that to do so tends to weaken individual initiative. Investigations such as this conclusively disprove any such allegation. On the contrary, the proper play for individual initiative can only be secured by such governmental supervision as will curb those monopolies which crush out all individual initiative. The railroad itself connot we hout the such governmental supervision as will curb those monopolies which the railroad itself connot we hout the interests of its own stockholders as against one of these great corporations, loosely known as trusts. In the effort to prevent the railroads from uniting for improper purposes we have very unwisely prohibited them from uniting for proper purposes; that is, for purposes of protection to themselves and to the general public as against the power of the great corporations. They should certainly be given power thus to white on conditions laid down by Congress, such conditions to include the specific approval of the Interstate Commerce Commission of any agreement to which the railroads may come. In addition to this the government must interfere through its agents to deprive the railroad of the hillity to make to the big corporations the concessions which otherwise it is poweriess to resuse.

The government should have power thus to deprive the railroad of the railroad of the railroad of the railroad bank examiners now examine into the affairs of the Amiroad as bank examiners of wexamines as thoroughly into the affairs of the palifond as bank examiners of wexamine into the affairs of banks.

Remedies,

Remedies.

jurious kind, now results and must al-ways result from the failure to give the commission ample power to act promptly and effectively within these broad lingits.

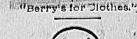
Unfair and Unlawful.

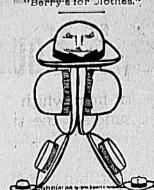
Unfair and Unlawful.

Though not bearing upon the question of railroad rates, there are two measures, consideration of which is imperatively suggested by the submission of this report. The Standard Oil Company has, largely by unfair or unlawful methods, crushed out home competition. It is highly desirable that an element of competition should be introduced by the passage of some such law as that which has already passed the House, putting alcohol used in the arts and manufactures upon the free list. Furthermore, the time has come when no oil or coal lands held by the government, either upon the public domain proper or in territory owned by the indian tribes, should be allenated. The fee to such lands should be kept in the United States government whether or not the profits arising from it are to be given to any Indian tribe, and the lands should be leased only on such terms and for such periods as will enable the government to keep entire control thereof.

THEODORE ROOSEVELT.

The White House, May 4, 1966.





We are brimming over with all the newest and best shapes n crowns-in fact our crowns Good things to stack up against. Fedoras, \$1.80 up.



OIL TRUST FLAYED BY COMMISSIONER

Secret Rates and Unjust and Illegal Discriminations Exposed in Report.

The report of Commissioner Garfield,

The report of Commissioner Gartield, which accompanied the message of President Roosevelt, is as follows:

Department of Commerce and Labor,
Bureau of Corporations,
Washington, May 2,1909.

Sir,—I have the honor to submit the part of the report on the oil industry which has to do with the subject of transportation and freight rates.

House resolution No. 409, passed February 15, 1906, directed particular attention to the condition of the Kansas oil field. The study of the oil industry which had therefore been made by the Bureau showed that a special report upon the conditions in the Kansas field would not be advisable.

Thorough Investigation. Thorough Investigation.

Thorough Investigation.

A report on any special field would of necessity be unfair to both the producers and the refiners, for the reason that the purely local conditions do not by any means determine the price of either crude oil or its products, or arford a proper basis for understanding the conditions of the industry. "Therefore, a general and very extensive investigation has been conducted, covering the following subjects:

The crude oil production in the United States and its relation to the world's supply; the prices and methods of purchase.

2. The use, development, and control of productions.

of purchase.

2. The use, development, and control of pipe lines.

3. Refining of oil; the control of refinerles; the cost of refining and marketing; the prices of petroleum products.

4. The organization, ownership, and relation of the companies engaged in the production, manufacture, and distribution of oil.

5. The competitive methods used in the production and sale of oil.

6. Transportation and freight rates.

7. Foreign trade and conditions and their relation to the domestic industry. I have personally visited nearly all of the great fields and take been in communication, either personally or through the agents of the Bureau, with many hundred producers and practically all the refiners and transportation agencies ongaged in the distribution of oil. A special agent of the Bureau was sent to Europe to study at first hand the conditions in foreign producing fields and distributing markets. The facts obtained have in every feasible way been verified by examination.

By far the greater part of the ma-

tion.

By far the greater part of the material necessary for the completion of the entire report has been collected. The preliminary study of this material showed that the most important subject was transportation, because the cost of transportation is a very large percentage of the total cost to the consumer of the linished product, and hence a most important factor in competition.

Standard Oil.

The control of the Standard Oil Company over the entire oil infustry is so great as to require a special study of its relations to transportation compa-

its relations to transportation companies.

therefore 5rst submit the accompanying veport upon the subject of railway transportation and freight rates As it necessarily evers many details. I beg to invite your attention to the following summary of its more point and the subject of railway transportation in the subject of relations of the manufacture of refined oil, commonly nown as kerosene, is about 25,000,000. It also controls approximately the same proportion of the other finished products of petroleum.

The refineries owned or controlled by the Standard Oil Company are located near New York, Philadelphia, Baitimere, Chicago, Kansas City, in western New York, Anna Pennsylvania, in West Virginia, Ohio, Kansas, Colorado, California and Texas. Its largest refineries are located at the great centres of distribution, which are connected by pipe lines with the crude-oil fields. The refineries are accompany—are located, with a very few exceptions, at or near the crude-oil fields. This difference of location, as will be seen later, is of importance.

The Standard claims that the location of its refineries and the tuse of pipe lines are natural advantages to which it is justly entitled by reason of the energy and foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true, it must not be foresight of its manugers. While in a measure that is true.

Rate Discrimination.

Rate Discrimination,

The development of the pipe-line sys-tem by the Standard Oil Company was the result of special agreements with

Chocolate Bonbons

are the most delicious and have the largest sale of any la

ROADS AND SUGAR TRUST INDICTED

April Federal Grand Jury in New York Acts Under Elkins Anti-Trust Law-Investigation To Be Pushed Farther.

NEW YORK, May 4.—The April Federal grand jury, in concluding its labors to-day, handed down several scaled indictments in the sugar rebating The indictments are against the follow-

The New York Central Railway, the American Sugar and Refining Company, the New York Central and Hudson River Railroad Company and Nathan Guilford, vice-president of the company.
The American Sugar Refining Com-

The American Sugar Refining Company, of New York, and C. Goodios, Edgar and Edwin Earle, the latter two being wholesale sugar dealers of Datrolt, Mich.

The New York Central and Hudson River Rallway Company and Nathan Guilford, vice-bresident, and F. L. Pomeroy, general traffic manager.

The American Sugar Refining Company, and the American Sugar Refining Company, of New York, and C. Goodioe, Edgar and Edwin Earle.

Nathan Guilford, F. L. Pomeroy, C. Goodlee, Edgar and Edwin Earle.

The first six indictments were found under the "Eikins anti-trust law," which provides penalties of a fine not exceeding \$10,000 or imprisonment not exceeding two years, for giving, granting, applying for or accepting any rebate occasesion from the regular freight rates, as published by a railway company as a common earler.

common carrier.

The seventh indictment found against Guilford, Pomeroy. Edgar and Earle, charges them with having collectively conspired to violate the provision of the Elkins anti-trust law.

These are the first indictments for an alleged violation of the anti-trust law found in this district. Sixteen sessions of the April grand jury were devoted exclusively to the consideration of these cases, but it is evident from the presentment, which the jury handed in with the indictments, that it deems the situation but hurriedly canvassed. It recommends that the investigation be continued by its successor, intimating that conditions point to the possibility that other common carriers may be equally culpable with the indicted reads.

railroad companies. Furthermore, those so-called natural advantages have been and are being greatly increased by discriminations in freight rates, both published and socret, interstate and State, which give the Standard monopolistic control in the greater portion of the country, and which so limit competition as to practically prevent the extension of the business of any independent to a point which even remotely endangers the supremacy of the Standard.

An immediate result of this delimitation of the competitive area is shown by the prices of ordinary illuminating oil throughout the country. After deducting the freight rate the price of such oil is usually from 2 cents to ecuts a gallon higher in the noncompetitive than in the competitive fields. A reasonable profit upon refined oil is about one-half a cent per gallon. It is clear that excribiant profits are obterned in the noncompetitive fields. This monopolistic control extends from the well of the producer to the door step of the consumer.

The facts regarding freight rates into been obtained by the examination of thousands of entries upon railroad exception, railroad companies have, upon application of the Bureau of Cor-

records. With but a single important exception, railroad companies have, upon application of the Bureau of Corporations, given access to records of both State and interstate business. The New York Central Company refused for itself and its affiliated lines to give access to records of State rates. At the begining of this investigation the officials of the Standard Oil Company stated that that company had not obtained in recent years and was not now obtaining any rebate or other transportation discrimination as against its competitors. They invited the most careful investigation of the subject.

the most careful, investigation to the subject.

Upon the request of his attorney, all the essential facts discovered by this Bureau were presented to the company at the close of the investigation, and an exhaustive statement relating thereto was made by its chief traffic officer. There was no dehial of the facts found, but explanations of particular situations were offered, and it was urged that the facts did not show any violation by the Standard of the letter or spirit of the interstate commerce law.

letter or spirit of the interstate commerce law.

Conclusions.

A most careful review of the facts and the explanations leads to the following conclusion on the facts. The Standard Oil Company has habitually received from the railroads, and is now receiving, secret rates and other unjust and illegal discriminations.

During 1904 the Standard saved about three-quarters of a million dolars through the secret rates discovered by the Bureau, and, of course, there may be other secret rates which the Bureau has not discovered. This amount represents the difference between the open rates and the rates actually paid. Many of these discriminations were clearly in violation of the interstate commerce law, and others, whether technically filegal or not, had the same effect upon competitors. On some State business secret rates were applied by means of rebates.

These discriminations have been so long continued, so secret, so ingeniously applied to new conditions of trade, and so large in amount as to make it certain that they were due to concerted action by the Standard and the railroads.

The Standard Oil Company is received.

ing unjust discriminations in open rates.

The published rates from the leading Standard shipping points are relatively much lower than rates from the shipping points of its competitors. The advantage to the Standard over its competitors from such open discriminations is enormous, probably as important as that obtained through the secret rates.

If an unfulr discrimination be obtained by one shipper through a device which in itself is seemingly not prohibited by law, that fact shows that the strengthened; it does not show that the discrimination is proper or just.

Important Instances.

The following are a few of the most

The following are a few of the most important discriminations and the methods by which they were obtained:

(1) For about ten years the New England territory has been in control of the Standard Oil Company by reason of the retuesal of the New York, New Haven and Hartford road and of the Boston and Maine road, on abut a few divisions, to produce the product of the Boston and Maine road, on abut a few divisions, to produce the product of the Boston and Maine road, on abut a few divisions, to produce the product of the Boston and Maine road, on abut a few divisions, to produce the product of the Work and the Product of the Work and the railroads, by refusing to prorate, virtually kept independent refiners from using all rail routes. The refusal to prorate increases the rail roads of provide a single product of the railroads of provide a single the railroads of provide a single process of the railroads of provide as in the case of oil amounted to provide a single provide a single provide a single road and the case of oil amounted also a heavy discrimination against the smaller refiners.

(2) The Standard Oil Company has been able to absolutely control for many years the sale of oil in the northeastern part of New York and in a portion of Vermon's processing a stream of 9 cents a barrel from Olean and Rochester. While the independent refineries standard in territory adjacent to Olean were given a rate of 8 cents a barrel. By means of this 5-cent rate, in combination with a rate from Rochester to Norwood, N. Y., to Burtington, and secret local from Rochester of Norwood, N. Y., to Burtington, and secret local from Pennsylvania save by a rate varying from 23 to 60 cents per hundred pounds.

The saving to the Standard has been only by the secret rate from Olean to Rochester Pennsylvania save by a rate varying from 23 to 60 cents per hundred pounds.

The Standard Oil Company has maintened absolute control of almost the Michaella of the Standard for Birmingham. Ala, was 46 cents per hundred pounds.

The Standard Oil Compa

the Standard amounted to about \$20,000 in 1804.

For many years East St. Louis has been the gatoway for oil shipments by the Standard into the Southerland by the Standard in the Southerland points of the Standard in the Standard at 6 cents. The Chicago and Eastern Illinois blind-billed at the General Standard in the Standard at 6 cents. The Chicago and Eastern Illinois blind-billed at the General Country Standard in the Standard at 6 cents. The Chicago and Eastern Illinois blind-billed at the General Country Standard at 6 cents. The Chicago and included in the Standard at 6 cents. The Chicago and included in the Standard at 6 cents. The Chicago and included in the Standard at 6 cents in the Standard and the Small local refiners.

Crude oil is, charged on the basis of 7,1

competitors.

conditions, but the general effect of its size in the cass of oil has been to give the Standard relatively much lower rates to common markets than those given to its common diverselves and the fields from Toledo. Cleveland and Pittsburg are only 2 cents above the rates from Whiting. The commodity rates on oil are from 9½ to 13½ cents above the rates from Whiting. The commodity rates on oil are from 9½ to 13½ cents points, instead of increasing the differential. Prior to the establishment of the Whiting rolinery the railroads west of the Massassipproporated with the remarking and of the West and Southwest. After the establishment of the Whiting refinery these roads refused to prorate with the remarking and old districts into most parts of the West and Southwest. After the establishment of the Whiting refinery these roads refused to prorate with the railroads from Chicago the eastern refineries from 1 to 13½ cents per hundred pounds. This discrimination is thus more conspicuous in the case of the southwestern railroads because they do prorate with the railroads from Chicago to St. Loude the secret rates, and Some of the open discriminations discovered by the Bureau were abolished by the railroads shortly after such discovery. The more important changes thus far noted are as follows:

1. The secret rate of 9 cents per barrel from Olean to Rockeal or and 10 cents per barrel from Olean to Buffalo has been changed to an open rate of 25 conts per barrel from Olean to Buffalo has been changed to an open rate of 25 conts per barrel from Olean to Buffalo has been changed to an open rate of 25 conts per barrel from Olean to Rockeal or and 10 cents per barrel from Olean to Rockeal or and per rate of the first per barrel from Olean to Rockeal or an applicable on oil in barrels. The cancellation of the secoret rate from Whiting to Grant per hundred pounds, while the disco

the rates on practically an equality, distance considered with those from Totelo and more castely points.

New Haven and Harrison of the Totelo and more castely points.

Total Railroad has resumed the practice of proming on oil, thereby reducing the average freight charge to independent refiners of westorn Pennsylvania and Onio on shipments into a large part of Connecticut, thode island and Massachusats, by about \$\frac{1}{2}\$ cents per hundred pounds. This will materially increase their opportunity for competition with the Standard Oil Company in that territory. The interstate Commerce Commission recently denounced in the former practice and recommended a change of the former practice and recommended a changes of California, railroads that we were published as open rates. While senerally employed in that tregoceth rates continue to benefit from them, their revision of turings obviously operates to the benefit of independent shippers on future business. A number of discrepancies in open rates on the Pacific coast have also been adjusted.

Defects in Law.

from thom, this revision to the control of person of future business. A number of alleger on future business. A number of alleger on future business. A number of the programs in the Pacific coast have also been adulated.

Defects in Law.

The changes above described, with others of less importance, mean much increase of freight that the process of the standard. They show in striking fashion the good which has already resulted from this investigation. They put independents upon a fairor footing and make competition possible in territories, hereofore inaccessible.

Nevertheless, the widesproad discriminations, in open rates still in force leave the independents at serious disvantage. The investigation has only incidentally touched State shipments from distributing centres, particularly in less than carloads, The few instances examined suggest the propents which, taken in connection with through traffic, may result in discriminations on intersate business, and the future of the fu

CONGRESS APPLAUDS OIL TRUST MESSAGE

by the railroads, is transacting business.

Democrats Delighted. Democrats Delighted.

The mesage was not disappointing.
The senators and representatives expected
that it would be a warm one, and it
was.
The advocates of a real rate regulat-

have on the country will tend to deter them from going so far in the direction

What amounts practically to an agreement on the existing differences concerning court features of the railroad rate bill has been reached by a Senate concerence extending over the last week, and shator Allison will offer an amendment

sonableners of the rates liked by the commission.

Senator Long, who made the principal legal argument for the House bill, and Senators Aldrich and Crine, the leaders in the movement seeking an amendment providing for a broad court review, expressed themselves to-day as favoring the amendment, and both factions are agreed that the compromise is satisfactory to President Riosevelt. Undoubtedly this means that obstacles to the speedy passage of the measure have been removed.

President's Position.

President's Position.

Thirty-six members of the corps of Washington correspondents, representing the leading newspapers and press associations in the United States, met President Roosevelt by Invitation in the Cabinet room of the executive offices this afternoon to discuss with him the status of railroad rate legislation and to learn the President's views as to certain pending amendments to the Hepburn bill.

While the President made it clear at the outset that he desired not to be quested directly as to views he might express, he said, that he was perfectly willing that his views should be known and be stated in the language of the members of the press who were present.

The President talked with frankness in

The President talked with frankness in



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various propositions for a court review, from the broad amendment proposed by Senator Balley, of Texas, to the restricted amendment offered by Senator Long, of Kansas.

clearly and positively that he would be satisfied with the enactment of the Hep-burn bill as it was reported to the Senate from the Committee on Interstate Commerce. He pointed out, however, that some advocates of railroad rate legis-

Allison Amendment.

To this end, the proposition evolved by Senator Allison, of Iowa, which now practically has been agreed upon by the Republicans of the Senate, was offered, and, after consideration, was accepted by the friends of the measure, including the President.

The President expressed the opinion that the effect of the Ellyson proposition already its embodied in the Hepburn bill, but it also is his opinion that if there is the slightest doubt that the Hepburn bill, by implication, does not carry the effect of the Ellyson proposition, it ought to be incorporated explicitely in the measure before its enactment into law. Personally, he favors the narrower restriction of the amendment of Senator Long. He made it clear that the judgment of the friends of the measure was so evenly balanced on the question of, the Long amendment that it was scarcely worth while to make a contest for it, as a year or two of the law's operation would demonstrate clearly whether it would be necessary further to amend the act in the way proposed by Senator Long.

MAKE HOT REPLY TO **CHARGES IN REPORT**

Statement Untruthful and Unjust, Standard Oil Men Say. Slap at President.

NEW YORK, May 4.- In reply to Pres-

Untruthful and Unjust.

Untruthful and Unjust.

"One does not care to bandy words with the President of the United States. It is not easy to differentiate between Mr. Roosevelt, the President, and Mr. Roosevelt, the individual. He has given us of his advice most generously upon every subject, from the size of our families to the mistakes of the Federal judges, and some error is inevitable now and then to the most conservative man under such circumstances.

"We say flatly that any assertion that the Standard Oil Company has been or is now knowingly engaged in practices which are unlawful is alike untruthful and unjust.

and unjust.

"The commissioner is peculiarly unfortunate on this subject of 'rebates.' He says the Standard Oil Company has habitually received from the railroads, and is now receiving, secret rates and other unjust and illegal discriminations.

is now receiving, secret rates and other unjust and illegal discriminations.

"It is hardly fair or manly for him to add the sentence of course there may be other secret rates which the bureau has not discovered." In dealing with the discriminations, which are alleged to be violations of the interstate commerce law, the plain answer is that if Mr. Garfield's statement is correct, it was the duty of the Interstate Commerce Commission to have taken action and brought not alone the Standard Oil Company, but the railroad companies involved to book, which they have never done. Violations of the law in this respect do not fall within the jurisdiction of the bureau of corporation, and any statement on the part of Mr. Garfield respecting this subject is gratuitous and valueless.

Excites Amusement.

Excites Amusement.

Excites Amusement.

"It is asserted over and over again in the report that the Standard Oil Company profiled by secret and unlawful freight rates. Yet in the same connection it is admitted in the report that all of the rates are covered by tariffs filed with the Interstate Commerce Commission precisely as the law provides and therefore cannot be either secret or unlawful.

"The statement that the Standard Oil Company has largely by unfair and unlawful methods, crushed out home competition, is, fully answered by the fact that home competition has always existed, is steadily growing, and that there are now at least 15 competitive refineries in the United States.

"As to the claim that changes in rates have been made since the commissioner's efficient work began, all the Standard Oil Company has to say is that any such changes have been made without its suggestion or effort.

"The grief which the Prosident expresses in his message over the inability of the railroads to combine and protect themselves from the shippers will probably arouse amusement.

Man With Muck Rake.

Man With Muck Rake.

"The President says, respecting this investigation, that the facts are not in dispute, only the inferences are disputed. The Standard Oil Company furnished the just the facts, and a man with a muck rake due sleep,

the expression of his views, in his wering questions which were propounded to him from all sides and in explaining the attitude of himself and the advocates of the suggested legislation.

The discussion dealt chiefly with the various propositions for a court review, from the broad amendment proposed by Senator Bailey, of Texas, to the restricted amendment offered by Senator Long, of Kansas.

What Newman Says,

was called for.
"As to the New York Central being the only company which refused to supply Mr. Garfield with the State rate, attention should be called to the fact that the New York Central is the only large

OIL PIPE LINES SUBJECT TO LAW

Senate Agrees to Lodge Amendment to Rate Bill After Making Change.

(By Associated Press.)

WASHINGTCN, May 4.—In accordance with the agreement of last Monday, the Sonate to-day entered upon the consideration of amendments to the railroad rate.... under the fifteen-minute rule. The greater part of the day was devoted to Mr. Lodge's provision bringing pipe lines within the terms of the bill and it was ultimately unanimously agreed to after so amending it as to exclude gas and water lines from its operation, thus practically confining it to oil lines.

Final Conference.

Final Conference. There were two roll calls, but neither was of importance, as one accepting the amendment, there was no division whatever, while the action taken on the other on the question of confin other on the question of containing the provision, to oil lines was practically nullified by the subsequent elimination of gas and water from the amendatant. The provision was so amended as to make it applicable to the oil pipe line in the

SESSION OF HOUSE.

Members Give Close Attention to Reading of President's Message. WASHINGTON, May 4.—The House spent another day in consideration of the naval appropriation bill, the speeches in large measure being in support of the bill and the naval programme therein

Mr. Butler, of Pennsylvania, and Mr. Calder, of New York, supported the bill. with agreeing that the measure had less to criticise in it than any bill reported from the naval affairs committee of the House in years.

A feature of to-day's session was the close attention paid by the House to the reading of the President's message on bil transportation and the generous applause which was accorded it on itr conclusion.

SLEMP MAY RETIRE IN FAVOR OF SON

Fight Over Reappointment of Brown Allen Said to Be Responsible.

(From Our Regular Correspondent.)
WASHINGTON, D. C., May 4.—A'report that Representative Slemp will retire from Congress and use his influence to have the nomination as his successor go, to Bascom Slemp, his son, is boing circulated. The report is that the fight over the reappointment of Brown Alien to the marshalship of the Western District of Virginia is responsible for the retirement of Colonel Slemp. It was reported at the time of the contest last whiter that Colonel Slemp was making enemies in his district by his refusal to support State Senator Noel, of Lee county, in the Ninth District, and doing all he could to have Marshal Allen reappointed. It is said that the fight which Mr. Noel's friends are making arginst Mr. Slemp for renomination is so strong he will get out of the race. Mr. Slemp had retired when the corespondent callhad refired when the corespondent called at the Ebbitt to-night, and sent up a request that he affirm or dony the report. He sent down the following reply:
"I do not know of any Brown Allen matter that will govern my action in any way."

"The gods are getting a bath," is the comment reported by Dr. Brown, when the Chinesa governor cleansed a temple in Paoting Fu and threw the idols in the river.

WHEN SLEEP FAILS

Take Horsford's Acid Phosphate Half a teaspoon in half a glass of water just before retiring brings refreshing

In their making nothing is used but the choicest choice late, pure cane sugar, finest nuts and fruits, and purest extracts of fruits and flowers. tracts of fruits and flowers. One thing peculiar to Lowney's Candles is that THE WALTER M. LOWNEY CO., Chocolate and Cocoa Makers. BOSTON, MASS. 55